

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the July 18, 2007 Meeting

DATE: June 28, 2007

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### 1. DORSEY DRIVE INTERCHANGE PROJECT

Now that Caltrans has completed the Project Approval and Environmental Documentation phase of this project, they are working very closely with the City of Grass Valley to ensure that the City's comments regarding design features are included in the project. Some of the design issues being considered are listed in the Caltrans Project Status Report (see Informational Item 3). On June 12, 2007, Grass Valley City Council gave Caltrans the authority to acquire right-of-way on the City's behalf for the Dorsey Drive Interchange project.

The next funding action by NCTC for this project will occur in the fall/winter of 2007 during development of programming recommendations for the 2008 State Transportation Improvement Program (STIP). This will include aligning the funding that is available in the STIP with the current estimates for the various phases of the project.

### 2. SR 49/LA BARR MEADOWS ROAD SIGNALIZATION AND WIDENING PROJECT

On June 6, 2007, the California Transportation Commission (CTC) approved the 2006 STIP Augmentation which included approval of \$3.6 million needed to fully fund the project. The approved funding added \$1.8 million from the Regional Improvement Program (RIP) under NCTC and \$1.8 million from the Interregional Improvement Program (IIP) from Caltrans.

On June 20<sup>th</sup> Caltrans District 3 released the Environmental Documentation for this project for public review and comment. Comments are due by July 24<sup>th</sup>. The documents may be reviewed at the following internet link:

<http://www.dot.ca.gov/dist3/departments/envinternet/hwy49labarr/labarr.htm>.

As a requirement for obtaining funding from the Corridor Mobility Improvement Account (CMIA) approved in February by the CTC, Caltrans District 3 is developing a Corridor System Management Plan (CSMP) for the SR 49 corridor. Completion of the CSMP has been divided into the following five tasks by Caltrans:

1. Corridor Vision and Definition - Working Paper due July 2007.

2. Review the Performance of the Existing Corridor - Working Paper due October 2007.
3. Identify existing Corridor Management Activities - Working Paper due February 2008.
4. Forecast of Corridor Performance in the Future - Working Paper due May 2008.
5. Strategies for Managing the Corridor - Working Paper due December 2008.

The completed draft CSMP will be circulated for review in March 2009 and the Implementation Plan is to be developed in April 2009.

Caltrans District 3 is taking a phased approach to the CSMP, with initial emphasis on the northerly portion of the corridor where the La Barr Meadows Road Signalization and Widening Project is located.

### 3. SR 89 MOUSEHOLE PROJECT

As noted in the Caltrans Project Status Report, the Project Team is studying two options for the Union Pacific Railroad crossing over Donner Creek. Further study of the pedestrian/bicycle tunnel alternative will be postponed until Caltrans can document the support costs for that alternative.

### 4. CRESTVIEW INTERSECTION/INTERCHANGE PROJECT REPORT

In accordance with direction given by the NCTC at its May 16<sup>th</sup> meeting, staff has executed an amendment to the agreement with Mark Thomas and Company to finalize the draft report identifying the alignment of the proposed connecting road from the North Star Special Development Area to Crestview Drive, and to finalize the travel demand forecast that will determine whether or not an at-grade intersection will operate acceptably under 2030 conditions.

In late May staff received a letter from Sanderson Company Inc. terminating their participation in this project. Subsequently, Catlin Properties, Inc. stated they would fully fund the concluding work authorized by the Commission. One task in the concluding work, Task 2.2-Southern Area Study, would have provided information regarding the impacts of the North Star project on area interchanges if there was no connecting road constructed from North Star to SR 49. Since Sanderson Company has terminated its participation in the project, Task 2.2 was not included in the amended agreement. NCTC staff has instructed traffic subconsultant, Fehr and Peers, that the work on the Crestview project is not to impact resources needed for the completion of the Regional Transportation Mitigation Fee Program Update. This will mean that completion of the work for the Crestview Project will be concluded early in the 07/08 FY.

### 5. IDAHO MARYLAND/EAST MAIN STREET ROUNDABOUT PROJECT

Grass Valley City Engineer, Tim Kiser, reports that a consultant has been retained to do the environmental review for this project and design work is moving forward with the goal of completion in the fall of 2007. The project is to be constructed during the summer of 2008.

### 6. BRUNSWICK ROAD/SUTTON WAY INTERSECTION IMPROVMENT

Construction of this project is substantially complete with only a few minor cleanup items remaining to be done.

## 7. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING

As noted in the Executive Director's report for the May NCTC meeting, NCTC is eligible for \$600,000-\$800,000 per year for projects that can demonstrate air quality or congestion reduction benefits from the CMAQ funding program. These funds are available to five rural mountain counties that are impacted by poor air quality from Sacramento Valley and San Joaquin Valley Counties. The mountain counties involved are Amador, Calaveras, Mariposa, Nevada, and Tuolumne. During May, staff learned that Nevada County has technically been eligible to receive CMAQ apportionments beginning in Federal Fiscal Year 2005/06; however, no guidance or information had been given relative in using the funds. Generally, in order to access CMAQ funds, rural counties need to complete the following procedures:

- a. Develop CMAQ project selection criteria.
- b. Issue a "call for projects" whereby projects are submitted to the regional planning agency for consideration.
- c. Select eligible projects for funding based on the project selection criteria.
- d. Follow federal highway requirements for public participation, notice, and consultation (a 60-90 day process).
- e. Include the funding in an approved Federal State Transportation Improvement Program (FSTIP).
- f. Follow the Caltrans Local Assistance Guidelines and Procedures for Project Implementation.

In May, staff learned through participation in a Caltrans workshop, that there was a danger NCTC would lose the 2005/06 and 2006/07 apportionments from the CMAQ program if they were not immediately utilized. Through discussions with Caltrans District 3 and Headquarters Local Assistance, staff learned that there are basically four options available to avoid losing the prior year CMAQ apportionments. Those options are:

1. Loan the CMAQ funding to another agency that is able to program the funds, and use them within the given time constraints (this would be an agency such as SACOG or San Joaquin Council of Governments). Repayment would be negotiated between the two agencies. Typically repayment has been at a discounted rate.
2. Utilize the funds on a CMAQ eligible project already included in the FSTIP program.
3. Enter into a cooperative agreement with the State to allow the funds to be used on a state highway project without the State having to repay the funds to the regional agency.

Any of these actions, with the exception of utilizing the CMAQ funds on a project already within the FSTIP, had to be accomplished prior to June 1, 2007. Therefore, NCTC staff prepared the attached project information for the Dorsey Drive Interchange project, identifying the components of the project that would be eligible for CMAQ funding. This information will be submitted by Caltrans to FHWA for final review and approval. If we are successful in securing these funds for the Dorsey

Drive Interchange project, existing funds already programmed for right-of-way and design will be moved to the construction phase of the project.

8. OVERALL WORK PROGRAM BUDGET ADJUSTMENTS

Due to the extension of the contracts for the RTMF Update, the Crestview Project, and the Transit Transfer Facility in FY 07/08, adjustments will be made to the Overall Work Program budget and presented for approval at the September meeting.

9. NCTC PROJECT STATUS AND SCHEDULE CHART

The attached chart presents information regarding the status of major projects and the projects in the 06/07 Overall Work Program. Our state/regional projects (Dorsey Drive Interchange, SR49 Widening: La Barr Meadows Road, and SR 89 Mousehole) are all on schedule as of June 30, 2007. Construction at the Brunswick Road/ Sutton Way intersection has been completed. Two of the 06/07 OWP projects (RTMF Update and Transit Transfer Facility Study) are being extended into the 07/08 fiscal year.

attachments